

stand-alone authority and use it as the basis for local adoption of an official map. Alternatively, the second approach is to adopt a local ordinance modeled after the statute, but modified to fit local circumstances and clarify the statute. Regardless of the approach taken, several procedural steps will need to be considered, such as establishing procedures for consideration of variance petitions.

Once the project has been selected and the alignment determined, maps must be prepared that are suitable for filing with the County Register of Deeds Office. The map should show the proposed alignment in sufficient detail to identify the functional design and the preliminary right-of-way boundaries. Since the purpose of the map is to show the effect on properties along the project path, the existing property boundaries should be identified. As an additional requirement, within one year of the adoption of an official map, work must begin on an environmental document or preliminary engineering.

It is important to recognize the risks inherent in the adoption of an official map prior to completing the environmental studies. Projects to be funded using any federal funds require the unbiased evaluation of alternate alignments. This means that other alternatives can be studied and compared to the protected alignment.<sup>1</sup>

The above information is only to serve as an introduction to official maps, and in no way provides the information necessary to begin development of an official map. Requests for maps or guidance for municipal adoption should be sent to:

The Director of Planning and Programming  
NC Department of Transportation  
P.O. Box 25201  
Raleigh, North Carolina 27611

### Urban renewal

Urban renewal plays a minor role in the transportation planning implementation process in terms of scope and general influence. However, under the right circumstances, renewal programs can make significant contributions. Provisions of the New Housing Act of 1974 (as amended) call for the conservation of good areas, rehabilitation of declining areas, and clearance of deteriorating areas.

In the course of renewal, it is important to coordinate with the Thoroughfare Plan to see if additional set-back or dedication of right-of-way is needed. Continued use of the urban renewal programs to improve the transportation system is encouraged. Changes that can be made under this

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<sup>1</sup> "Guidelines for Municipalities Considering Adoption of Roadway Corridor Official Maps," prepared by NCDOT Program, Policy and Budget Branch.